

**MINUTES  
PLANNING BOARD  
TUESDAY, JANUARY 8, 2019  
7:00 PM  
HOOD ROOM, MATTHEWS TOWN HALL**

**PRESENT:** Chairman David Wieser; Vice-Chairman Kerry Lamson; Members Jana Reeve, Michael Ham, Mike Foster, Natasha Edwards, and Mike Rowan; Alternate Member Scott Query; Youth Voice Matheus Sadovalsky; Acting Town Attorney Craig Buie; Interim Planning and Development Director Jay Camp; Senior Planner Mary Jo Gollnitz; Senior Administrative Specialist/Deputy Town Clerk Shana Robertson.

**ABSENT:** Alternate Member Larry Whitley

**CALL TO ORDER**

Chairman David Wieser called the meeting to order at 7:01 pm.

**APPROVAL OF THE MINUTES**

Jana Reeve motioned to approve the minutes from the November 27, 2018 Planning Board meeting. Kerry Lamson seconded and the motion to approve was unanimous.

**ZONING APPLICATION 2018-691 – 14901 Boyd Funderburk Dr (Townhome and commercial development at Idlewild and I-485), R-15 to R-VS, R-15 (CD) and B-1 (CD)**

Interim Planning and Development Director Jay Camp reviewed the proposed development at 14901 Boyd Funderburk Drive. Mr. Camp said the project crossed boundary lines of Matthews, Mecklenburg County and Stallings, Union County. He reviewed the site plan with the Board members. The Matthews portion of the site would consist of 121 townhomes and 25,000 square feet of nonresidential space. Mr. Camp said that changes since the Public Hearing included the stub street at the floodplain being moved to the Stallings side of the project and the applicant had updated elevations to present to the Board. Mr. Camp added that the applicant had agreed to conditional notes that would ensure an appropriate level of connectivity in the development prior to the first Certificate of Occupancy for a new building and the sixty-fifth Certificate of Occupancy for a single-family unit.

Mr. Lamson asked if there would be any discussion on the project as a whole. Mr. Camp reviewed the rezoning process for Matthews and the development agreement in Stallings. He noted that Stallings had pre-zoned the site and the applicant would execute an agreement with the Town of Stallings before construction could begin.

Michael Ham asked for clarification of the development site in relation to Boyd Funderburk Drive. Mr. Camp reviewed the site and development area saying that the current gas station on Idlewild Road was about 100 feet from where the development entrance would be placed.

Applicant representative John Carmichael with Robinson Bradshaw, 101 N Tryon Street, Suite 1900, Charlotte, NC 28246 said that there had been additional meetings with members of Town Council since the Public Hearing and updates to the home elevations were available. Mr. Carmichael said that specific uses had been agreed upon for the commercial sections in Matthews. Elevations and site plans for that area would come back to the Board for approval before being developed. Mr. Carmichael said that at the Public Hearing he stated that the Stallings side of the site was currently zoned for the proposed uses and the only requirement was a Development Agreement. Mr. Carmichael clarified that the commercial component in Stallings was not currently in Stallings but an annexation petition had been filed and they did not anticipate any issues.

Michael Theberge with Bohler Engineering, 1927 South Tryon Street, Suite 310, Charlotte, NC 28203 reviewed the removal of the stub street and the addition of a tabletop intersection. Mr. Theberge also reviewed the entrance closest to Interstate 485 that would be a three lane road with a left turn lane into the shopping center.

Mr. Lamson asked if the three lane road was going to have a median or painted lines. Mr. Theberge said that they were speaking to NCDOT about the future widening of Idlewild Road and the applicant was requesting a right turn lane from Idlewild Road into the development and a left over into the entrance. Mr. Theberge said that a median would be added to Idlewild to prohibit left turns out of the site. Mr. Lamson asked if the gas station owners were ok with that design as he could see people using the gas station drive to turn around and go back to the left. Mr. Theberge said that he could not speak to what would be required as NCDOT required 20 to 30 feet past the entrance for the median and the gas station was more than 100 feet past the entrance. Mr. Lamson said that he was concerned that it could be a very difficult intersection.

Mr. Theberge said that the site plan was largely unchanged. The applicant was requesting three different zoning districts and each had different tree save requirements that would roughly add up to 13% of the site. Mr. Theberge said that the goal was to provide a minimum of 15% tree save and add new plantings that would take the tree canopy to above 20%.

Mr. Ham asked about the floodplain area and the home placements. Mr. Theberge showed where the flood plain was and said that the homes were being constructed clear of the floodplain. Mr. Ham asked if the applicant had calculated the amount of impervious surface. Mr. Theberge said that a stormwater concept plan had been submitted to Mecklenburg County and there were three stormwater facilities on the Matthews side of the proposed development. Mr. Ham suggested using a French draining system and asked if there were wetlands identified. Mr. Theberge said that the environmental consultant from the Army Corp had walked the site and identified the wetlands. Mr. Theberge showed those areas identified on the site plan to the members of the Planning Board. Mr. Ham asked that those areas be protected during development.

Mr. Lamson asked for more information on the Blair Mill Park extension in Stallings. Mr. Theberge reviewed the pedestrian connectivity plan with the Board. The Town of Stallings was working on the construction of the trail up to property line. One section of the pedestrian connectivity plan would be built by the developer to the Town of Stallings greenway standards. Mr. Lamson asked if Stallings decided not to construct the trail extension would the applicant still comment to constructing the trails on the site. Mr. Carmichael said that anything shown on the site plan would be built by the applicant. He added that the trails behind the townhome units in Matthews would be a soft surface trail with the remainder of the trail being impervious. Mr. Lamson said that this was a great opportunity for a walkable community.

Mr. Ham asked for clarification on what materials would be used for the trails. Mr. Theberge said that they would be using asphalt, concrete, and wood chips.

Mr. Lamson asked about the proposed hotel and Mr. Theberge said that there was a potential for a 125 room hotel on the Stallings side.

Mr. Lamson asked for clarification of the difference between midrise townhomes and low-rise townhomes in the traffic study. Mr. Theberge said that midrise was three or more stories and low-rise was one to two stories. The midrise count that the traffic analysis referred to are the apartment units on the Stallings side of the proposal and they were still working on the apartment unit count with the Town of Stallings.

Mike Rowan asked about the future of Boyd Funderburk Drive. Mr. Theberge said that NCDOT had not discussed if they would be abandoning the road.

Klayton Hahn with Meritage Homes, 13925 Ballantyne Corporate Place, Suite 300, Charlotte, NC 28277 said that since the Public Hearing in December, they had meet with some of the Commissioners to discuss design concepts. Mr. Hahn said that what was being presented were not final elevations. He showed elevations of the alley load homes and front load townhomes that would be constructed with hardie shake siding, board batten, stone, and painted brick masonry. Mr. Hanh reviewed the side elevations noting that a stone banding through the middle would be added for definition.

Mr. Ham said that the updates with the added bandings were a dramatic improvement.



Mr. Lamson asked for clarification of the location of the front load and alley load townhome units and how many of each were being proposed. Mr. Hanh said that the homes along the exterior of the site would be the front load units and they were proposing to develop 59 homes. He added that there would be 62 alley load units and showed where they would be on the site plan.

Mr. Lamson asked what the rear yards were on the units that backed up to I-485. Mr. Hanh said that they would be 110 to 120 feet in depth from the lot line. Mr. Lamson asked what additional buffer will be placed for those units. Mr. Theberge said that there was an existing fence that NCDOT had along the interstate and existing vegetation. He referred to the Landscape data sheet and said they were adding 20 foot evergreen screening and in areas closer, a six foot tall fence in addition to the evergreen screening. Mr. Lamson asked about additional sound barriers. Mr. Hanh said that Meritage Homes included spray foam insulation on all exterior walls and windows for sound buffering. Mr. Lamson asked if that was open cell or closed cell foam insulation as one had better sound buffering. Mr. Hanh said that he would work to get that information for Mr. Lamson.

Mr. Ham asked if the homes would still be priced around \$250,000 and Mr. Hanh said that was their goal. Mr. Ham said that he was in favor of affordable housing and a walkable community and felt the R-VS zoning was a good fit for this property.

Natasha Edwards said that the elevations were an improvement from what was presented at the Public Hearing. She asked if the change in materials would keep the homes affordable. Mr. Hanh said that they are doing their best to stay the \$250,000 price point. Ms. Edwards asked if the possible hotel site could have some mixed-use elements. Mr. Theberge said that the site would not just house the hotel but two-story retail facing the street with parking in the rear of the buildings. Ms. Edwards asked how much square footage of commercial use was located on the Stallings side of the project. Mr. Theberge said that there would be 25,000 square feet on the Matthews side and 25,000 square feet on the Stallings side.

Mr. Lamson asked about on street parking. Mr. Carmichael said that there was 76 on street parking spaces on the Matthews side of the development. The rear load garage homes allowed for four parking spaces, two in the garage and two in the driveway. The front load units having two parking spaces, one in the garage and one in the driveway. Mr. Lamson asked how many parking spaces were available at the community pool. Mr. Theberge said there were 15 to 16 spaces around the pool area. Mr. Lamson asked if the HOA covenants would allow for storage of boats or trailers on site. Mr. Hanh said that those would not be allowed. Mr. Lamson asked if that would be for both sides of the development and Mr. Hanh verified that would be for both the Matthews and Stallings side of the development.

Mr. Wieser inquired about the new renderings that did not match the conditional note language that indicated a five foot minimum depth porch for each dwelling and asked if that had been corrected. Mr. Carmichael said that was something that was still being worked on. Mr. Hanh reviewed the elevations and said that it was a six feet in depth. Mr. Lamson asked if that was considered a porch or entrance. Mr. Camp said that it was a stoop. Mr. Hanh said that he did not know the definition and Mr. Carmichael said that the elevations were evolving and they were continuing to work on the design.

Mr. Carmichael clarified that the development in Matthews would have a 15% tree save and a 5% new planting.

Mr. Ham asked when the applicant anticipated receiving an answer from Stallings. Mr. Theberge said that they had been working with Stallings before the application for a rezoning was even filed in Matthews but they anticipated a one to two month timeframe.

Mr. Lamson said that he had spoken to the Town of Stallings Planner Lynne Hair today. He felt Stallings was waiting to see if Matthews would approve the rezoning.

Mr. Ham motioned that the requested zoning action, as most currently amended, be recommended for approval. It had been found to be consistent with the Matthews Land Use Plan as it provided new housing in a location with both easy interstate access and amenities such as shops and restaurants within walking or biking distance, created a seamless street network connected to the portion of the development within the Town of Stallings, and preserved open space, natural beauty and environmentally sensitive areas. The proposal created housing opportunities in a



walkable environment with easy interstate access and nearby amenities. Ms. Edwards seconded the motion which passed four to three with Ms. Edwards, Mr. Weiser, Mr. Ham and Mr. Lamson voting in favor. Mr. Foster, Ms. Reeve, and Mr. Rowan opposed the motion.

Mr. Foster said that the reason for his opposing vote was he felt that the development would overly stretch the infrastructure adding that it was a whole lot of people in a small space. Ms. Reeve and Mr. Rowan agreed.

#### **ZONING APPLICATION 2018-692 - 300 West John Street Office Building, R-20 to O (CD)**

Mr. Camp reviewed the rezoning request for 300 W John street from R-20 to O (CD) saying that there were not a lot of changes since the Public Hearing. Mr. Camp said that the parcel was in the Downtown Overlay and will have parking behind the structure. He added that the applicant would be adding curb, gutter, and a planting strip along Ames Street and new elevations had been provided.

Mr. Lamson asked about parking on the site. Mr. Camp explained that in the Downtown Overlay there was a 25% parking reduction and the applicant had excluded medical office from the list of allowed uses because of the higher parking ratio. Mr. Lamson said that most of the on-street parking on Ames was used for CATS customers. Mr. Camp said that there are 85 spaces in the public parking area and 25 spaces along Ames Street. Mr. Lamson asked if there would be vehicles unloading and loading at this property. Mr. Camp said that the businesses that were going to relocate their office were current tenants on Matthews Station Street and TruGuard used small work vans. Mr. Lamson asked about the undefined business that would be renting the first floor space and if they were certain that it would not be a traffic producing type of business. Mr. Camp reviewed the allowed uses on the conditional site plan.

Mr. Ham asked what the height of the building was. Mr. Camp said that the height measured 33.5 feet at the midpoint of the gables and that 40 feet was the maximum. Mr. Ham said that he felt the elevations were attractive.

Mr. Lamson asked if there were restrictions on the style of their sign. Senior Planner Mary Jo Gollnitz said that signage would conform to the Matthews Unified Development Ordinance.

Mr. Ham asked for clarification on white brick verse white painted brick in regards to cost and maintenance.

Mr. Carmichael said that the structure would be 7,700 square feet. He added that with the 25% reduction allowed by the Downtown Overlay, 20 parking spaces were required and the site would have 22 spaces. Mr. Carmichael said that the business was currently located above Thai Taste on Matthews Station Street and they were looking to stay in Matthews. Mr. Carmichael said that a Chelsea Building Group and TruGuard would occupy the top two floors and they would lease the first floor to a third business or use the space for future expansion.

Joe Fontana with Chelsea Building Group, LLC and TruGaurd Construction Group, 131 Matthews Station Street said that white brick was hard to find and cost prohibitive. He asked that they be allowed to paint the brick. He added that it was their office and their product so they would maintain the building. Mr. Fontana said that they had eight employees and an offsite warehouse for material storage.

Ms. Reeve said that she loved the look of painted brick and she loved the elevations and the proposal.

Mr. Lamson asked about ADA compliance for the upper floors and for the outside of the building. Wayne Harris with Metrolina Engineering & Surveying Associates, 4400 Stuart Andrew Blvd, Suite N, Charlotte, NC 28217 said that the rear of the building would be at grade and the lot slopes from the rear to the front. Mr. Harris said that he was unsure about access to the second and third floors. Mr. Fontana said that they would comply with the commercial permitting and building standards through Mecklenburg County.

Ms. Edwards said that she loved the building and design but she was worried about the scale of the building. She added that the Church across the street may help but it was hard to conceptualize the site. Mr. Carmichael reviewed the conceptual street view that was presented at the Public Hearing.

Mr. Ham moved that 2018-692 - 300 West John Street Office Building, R-20 to O (CD), as most currently amended, be recommended for approval. It had been found to be consistent with the Matthews Land Use Plan as the proposal created a new office development, adding to the employment population in downtown, and conformed to architectural proposal within the Downtown Plan to create office cottage style building for new construction along W John Street. The proposal added an architecturally compatible office building on an infill lot along one of the most important roadways within the Town. For over 20 years, planning documents such as the Land Use Plan and Downtown Plan have specified office development as most appropriate for the W John Street corridor. Ms. Reeve seconded the motion and it passed unanimously.

**ZONING APPLICATION 2018-693 – Multiple Crestdale properties at 121 George Clay Ln, 834 Matthews School Rd, 710 Selma Burke Circle and 206 Amir Circle, CRC to CRC2**

Senior Planner Mary Jo Gollnitz reviewed the change of the CrC zoning from the Special Use conditions to the new modern zoning conditions in the CrC district. She added that nothing had changed since the Public Hearing.

Mr. Lamson asked if the four parcels were empty. Ms. Gollnitz said that all the properties had single family homes and there was no request to change their current uses.

Ms. Reeve made a motion to recommend approval of Zoning Application 2018-693 as most currently amended. It had been found to be consistent with the Matthews Land Use Plan as it encouraged a mix of land uses in appropriate and well-planned locations and it provided a range of housing styles, protected and preserved the character of the Crestdale neighborhood. The rezoning would remove the properties from the special use requirements that was no longer available in Matthews and bring the properties into a current zoning classification compatible with the surrounding properties. Mr. Rowan seconded and the motion was unanimously approved.

**HOUSING STUDY UPDATE**

Mr. Lamson presented the Housing Subcommittee's preliminary findings to the Planning Board (Exhibit A attached and made part of this record). Mr. Lamson said that the subcommittee's goal was to create a definition for what affordable housing meant to Matthews; prepare an impact analysis and needs assessment; review initiatives of other nearby towns and cities; and provide a list of possible next steps that the Town of Matthews could take.

Mr. Wieser thanked the subcommittee for all of their time and effort and that the next step would be to present the finding to the Town Board of Commissioners. Mr. Lamson said that there were some items to clean up on the presentation but a detailed report and presentation would be posted on the Town of Matthews website soon.

**ADJOURNMENT**

Mr. Ham motioned to adjourn and Mr. Foster seconded. The motion passed unanimously and the meeting adjourned at 9:39 pm.

Respectfully submitted,



Shana Robertson  
Senior Administrative Specialist/Deputy Town Clerk